

# 2016 Harford County Priority Letter FY17 Request



**Barry Glassman**

Harford County Executive

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March 7, 2016

The Honorable Pete K. Rahn  
Secretary of Transportation  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

RE: Harford County Transportation Priorities

Dear Secretary Rahn:

Harford County has established a list of transportation priorities that focuses on immediate projects. These projects are of various modes and are consistent with previous requests, long-term goals of the Maryland Transportation Plan, and regional and local plans. The needs of the County's three municipalities are reflected in these priority projects.

A total of 16 projects are listed and prioritized. Separately, projects are ranked according to their importance to the County's transportation network and in which order we request funding from the Maryland Department of Transportation (MDOT). This list reflects an update of the County's previous FY 2016 Priority Letter dated March 2, 2015. Projects represent the highest priorities based on four specific categories.

### **Capacity**

Roadway improvements are important for the reduction of congestion. Congested corridors lead to higher accident rates, reduce the efficiency of the road network and negatively impact the economy. Strategic investment in modern transportation facilities produces many long term benefits. These benefits include traffic congestion relief, improved access to goods and services, better system reliability, increased economic development and improved air quality. Our specific Capacity projects are listed below:

- *MD 22 @ Prospect Mill Road – MD 22 @ Thomas Run Road/Schucks Road:* This improvement adds a second eastbound travel lane and a second westbound travel lane from west of Prospect Mill Road to east of Thomas Run Road/Schucks Road.
- *MD 24 Northbound Lane:* This proposal is to construct a third northbound travel lane on MD 24 from south of Singer Road to north of Plumtree Road.

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220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

- *US 1 Bypass @ MD 24 Interchange:* Harford County proposes that MDOT program funding to acquire right-of-way, design, and to construct a second left turn lane onto MD 24 from US 1 Bypass – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study Final Report.
- *MD 543 @ I-95 Southbound Ramp:* Improvements to this interchange includes restriping northbound MD 543 to provide a second left turn lane with a receiving lane on the I-95 southbound ramp.
- *MD 22 Eastbound HOV Lane:* This roadway improvement converts the existing shoulder between MD 132 and the Aberdeen Proving Ground (APG) gate to handle general purpose traffic while restricting the left lane to high-occupancy vehicles (HOV) only. This lane configuration would occur Monday through Friday during the AM peak between the hours of 5:00 AM and 9:00 AM only.

### **Safety/Operations**

Harford County is committed to enhancing the safety and operations on our roadways and intersections. The benefit of improved safety and operations included better flow of traffic, reduced crashes, and fewer vehicle conflicts. Our specific Safety/Operations projects are listed below:

- *MD 159 @ Old Philadelphia Road Roundabout:* Improving access to and from the Perryman Peninsula has been studied for several years. This improvement constructs a roundabout at this intersection.
- *MD 23 @ Grafton Shop Road Roundabout:* Numerous crashes have occurred at this intersection over the years. Therefore, Harford County requests that MDOT program funding to acquire right-of-way, design and construct a roundabout to improve the overall safety at this intersection.
- *MD 22 Median:* Harford County requests that MDOT program funding the design and construction of a raised curb along the median on MD 22 from Moores Mill Road to Brierhill Drive.
- *MD 7 @ Stepney Road Roundabout:* Harford County recommends that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this intersection as roundabouts have been and are being constructed at other unsignalized intersections along this corridor.

- *Business US 1/MD 22 Access Management:* Consolidating access points and restricting turn movements along the Business US 1/MD 22 corridor can improve the movement of traffic, improve safety, and reduce vehicle conflict points.
- *MD 23 @ MD 146/Madonna Road Roundabout:* Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this intersection.

### **Transit**

Transit ridership can be increased when citizens have safe and convenient access and when wait times are reduced. Improving Park-and-Ride facilities are essential for encouraging shifts to transit, which reduces congestion and air pollution. Our specific Transit projects are listed below:

- *MD 22 Eastbound Queue Jump Lane:* This improvement is located at the MD 22 @ MD 543 intersection and includes widening and extending the eastbound MD 22 merge lane east of the intersection.
- *Aberdeen Train Station (Parking):* Additional parking at the Aberdeen Train Station has been anticipated for several years. This improvement includes roadway improvements on East Bel Air Avenue and APG Road.

### **Bicycle/Pedestrian/Shared Use Path**

Non-motorized connections enhance mobility and reduce congestion. Connecting neighborhoods and local destinations with sidewalks and pathways reduces vehicle miles traveled, alleviates congestion, improves safety and promotes active lifestyles. Our specific Bicycle/Pedestrian/Shared Use Path projects are listed below:

- *MD 22 bicycle and pedestrian upgrades:* This improvement adds striping and “Share the Road” signage within the existing right-of-way along the MD 22 corridor as identified within the MD 22 Multimodal Corridor Study.
- *MacPhail Road Shared Use Path:* Create a bicycle and pedestrian connection between MD 24 and MD 924 with the construction of a shared use path from MD 924 to Atwood Road.

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- *MD 24 Shared Use Path:* Create a bicycle and pedestrian connection from the University of Maryland/Upper Chesapeake Medical Center campus to the Harford Mall with the construction of a shared use path from MacPhail Road to Boulton Street.

We would like to thank MDOT for the continued support it has provided while meeting the transportation needs of the area. Construction on Phase II of the US 40/MD 7/MD 159 intersection, the MD 22/MD 132 intersection, the MD 22/Beards Hill Road intersection, the MD 22/MD 462 intersection and the MD 755 Streetscape is underway. In addition, construction is anticipated this year for the MD 22/Thomas Run Road/Schucks Road intersection. Lastly, Harford County anticipates the completion of a comprehensive study of the MD 924 corridor that will identify ultimate improvements for a livable street and resilient community. We solicit the support of MDOT as we determine future capital projects along this corridor.

If you have any questions or need any clarifications about our list of priorities please do not hesitate to contact us.

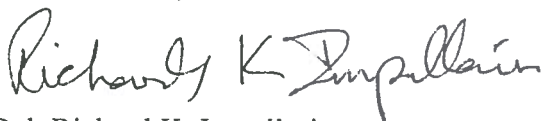
Cordially,



Barry Glassman  
Harford County Executive



Richard C. Slutzky  
Harford County Council President



Del. Richard K. Impallaria  
Chairman, Harford County Delegation

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Attachments

cc: The Honorable J. B. Jennings  
The Honorable Robert G. Cassilly  
The Honorable H. Wayne Norman, Jr.  
The Honorable Pat McDonough  
The Honorable Kathy Szeliga  
The Honorable Mary Ann Lisanti  
The Honorable Susan K. McComas  
The Honorable Glen Glass  
The Honorable Andrew Cassilly  
The Honorable Teresa Reilly  
William K. "Billy" Boniface, Director of Administration  
Jeffery M. Stratmeyer, Acting Director, Department of Public Works  
Cheryl L. Banigan, Chief, Transportation and Traffic Engineering, Department of Public Works  
Bradley F. Killian, Director, Department of Planning and Zoning  
Jenny B. King, Deputy Director, Department of Planning and Zoning  
Anthony S. McClune, Chief, Current Planning, Department of Planning and Zoning  
Alex A. Rawls, Transportation Planner, Department of Planning and Zoning  
Phyllis Grover, Director of Planning and Community Development, City of Aberdeen  
Neal Mills, Director of Planning, City of Havre de Grace  
Kevin Small, Director of Planning, Town of Bel Air



## PRIORITY # 1

MD 22 @ PROSPECT MILL ROAD  
MD 22 @ THOMAS RUN ROAD /SCHUCKS ROAD

CATEGORY - CAPACITY

ESTIMATED COST - \$7,493,000



An improvement to add a second eastbound travel lane and a second westbound travel lane has been designed and funded. However, the construction of these improvements has been delayed. Harford County requests that the State Highway Administration (SHA) move to the construction phase of this project, as the County's number one (1) priority.





**PRIORITY # 3**

**US 1 BYPASS @ MD 24 INTERCHANGE**

**CATEGORY - CAPACITY**

**ESTIMATED COST - \$5,000,000**



There is currently a single left turn lane from southbound US 1 onto MD 24 at this half signalized intersection which backs up into the high speed southbound through lane. This creates a very hazardous condition. SHA has designed a trumpet style interchange as part of the Selected Alternative for the Bel Air Bypass. However, this is not currently funded for final design, right-of-way acquisition or construction. Therefore, Harford County proposes that MDOT program funding to acquire right-of-way, design, and to construct a second left turn lane onto MD 24 from US 1 Bypass – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study Final Report.



## PRIORITY # 4

MD 159 @ OLD PHILADELPHIA RD / PERRYMAN RD ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$1,500,000



Improving access to and from the Perryman Peninsula has been studied for several years and continues to be a top priority for economic development benefits within Harford County and the region. Harford County requests that MDOT program funding to acquire right-of-way, design and construct a roundabout at this intersection. A developer is required to construct turn lanes as a condition of their approval.



## PRIORITY # 5

## I-95 @ MD 543 INTERCHANGE

CATEGORY - CAPACITY

ESTIMATED COST - \$500,000



Heavy traffic builds on MD 543 from the signalized ramp to I-95 back through the MD 543 @ MD 7 intersection. This creates an unsafe condition for motorists. We ask that MDOT program funding to design and construct improvements to this interchange that includes restriping northbound MD 543 to provide a second left turn lane with a receiving lane on the I-95 southbound ramp. This improvement requires minor widening and restriping within the right-of-way. Coordination is required with the Maryland Transportation Authority (MDTA).



## PRIORITY # 6

## MD 22 EASTBOUND QUEUE JUMP LANE @ MD 543

CATEGORY - TRANSIT

ESTIMATED COST - \$1,000,000 - \$2,000,000



This improvement is located at the MD 22 @ MD 543 intersection and includes widening and extending the eastbound MD 22 merge lane east of the intersection. The existing eastbound right turn lane will need to be converted into a shared lane for transit. A new signal head will be required at this intersection to accommodate this improvement. Harford County requests that MDOT program funding to acquire right-of-way, design, and construct this improvement.



## PRIORITY # 7

## MD 22 EASTBOUND HOV LANE TO APG

CATEGORY - CAPACITY

ESTIMATED COST - \$500,000



This roadway improvement converts the existing shoulder between MD 132 and the Aberdeen Proving Ground (APG) gate to handle general purpose traffic while restricting the left lane to high-occupancy vehicles (HOV) only. This lane configuration would occur Monday through Friday during the AM peak between the hours of 5:00 AM and 9:00 AM only. This improvement includes reconstructing the shoulder, signage and striping. In conjunction with this roadway reconfiguration, one of the APG gates would be dedicated to HOV processing only. Coordination is required between the State of Maryland and APG. Harford County requests that MDOT program funding to acquire right-of-way, design and construct this improvement.



## PRIORITY # 8

## MD 23 @ GRAFTON SHOP ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$1,000,000



The safety of travel in our communities is of high priority. Numerous crashes have occurred at this intersection over the years. Therefore, Harford County requests that MDOT program funding to acquire right-of-way, design and construct a roundabout to improve the overall safety at this intersection.



## PRIORITY # 9

## MD 22 MEDIAN

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$150,000



Harford County requests that MDOT program funding the design and construction of a raised curb along the median on MD 22 from Moores Mill Road to Briarhill Drive. This is the only section of MD 22 without the raised median between MD 543 and the Town of Bel Air. Installing this improvement creates a "tree lined parkway" entrance into the Town from the east.



## PRIORITY # 10

## MD 7 @ STEPNEY ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$1,000,000



As development continues to occur in the vicinity of the MD 7 corridor, between I-95 and the Perryman Peninsula, the level of service (LOS) at unsignalized intersections continue to worsen. Improvements to this intersection have been identified in several plan approval letters and include extension of turn lanes and installation of a traffic signal when warrants are met. Harford County recommends that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this intersection as roundabouts have been and are being constructed at other unsignalized intersections along this corridor.



## PRIORITY # 11

CATEGORY - TRANSIT

## ABERDEEN TRAIN STATION

ESTIMATED COST - \$2,600,000



Additional parking at the Aberdeen Train Station has been anticipated for several years. This improvement includes roadway improvements on East Bel Air Avenue and APG Road. Harford County requests that MDOT program funding to acquire right-of-way if necessary, design, and construct these infrastructure improvements at the train station.

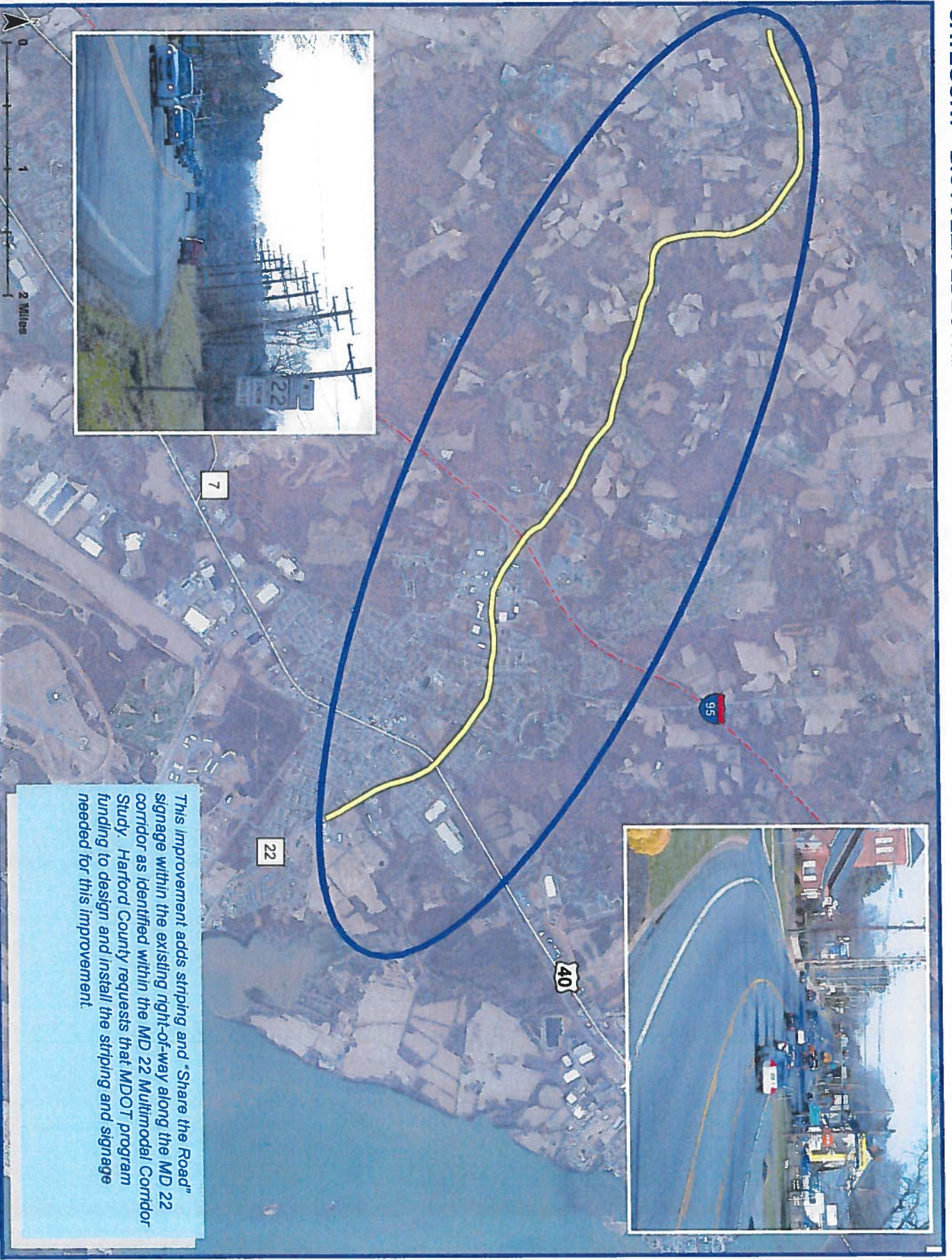


**PRIORITY # 12**

## MD 22 BICYCLE AND PEDESTRIAN UPGRADES

**CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH**

**ESTIMATED COST - \$2,200,000**



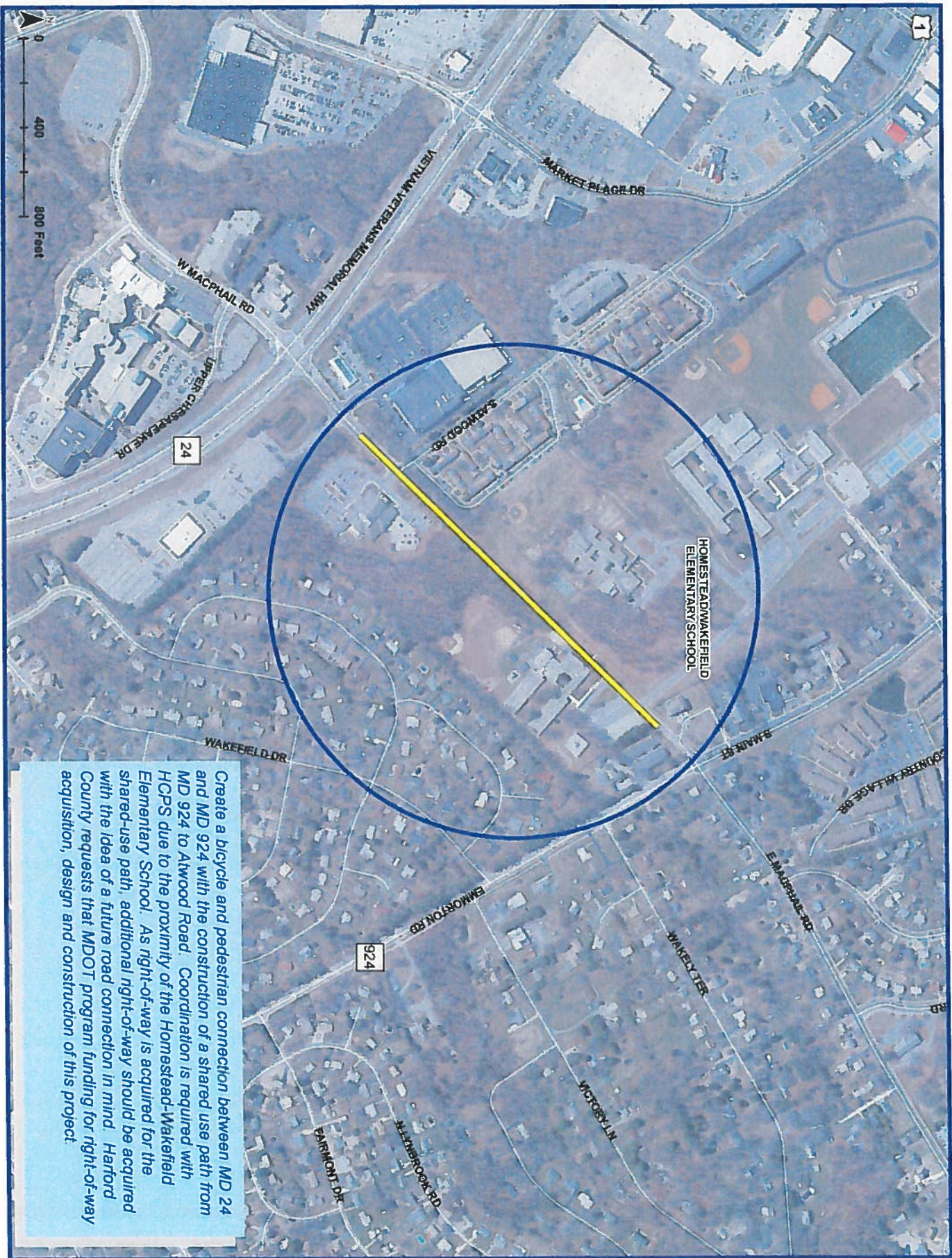
This improvement adds striping and "Share the Road" signage within the existing right-of-way along the MD 22 corridor as identified within the MD 22 Multimodal Corridor Study. Harford County requests that MDOT program funding to design and install the striping and signage needed for this improvement.



MAC PHAIL ROAD SHARED USE PATH

**CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH**

**ESTIMATED COST - \$250,000**





## PRIORITY # 14

## MD 24 SHARED USE PATH

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

ESTIMATED COST - \$600,000



Create a bicycle and pedestrian connection from the University of Maryland/Upper Chesapeake Medical Center campus to the Harford Mall with the construction of a shared use path from MacPhail Road to Boulton Street. Harford County requests that MDOT program funding for right-of-way acquisition, design and construction of this project.

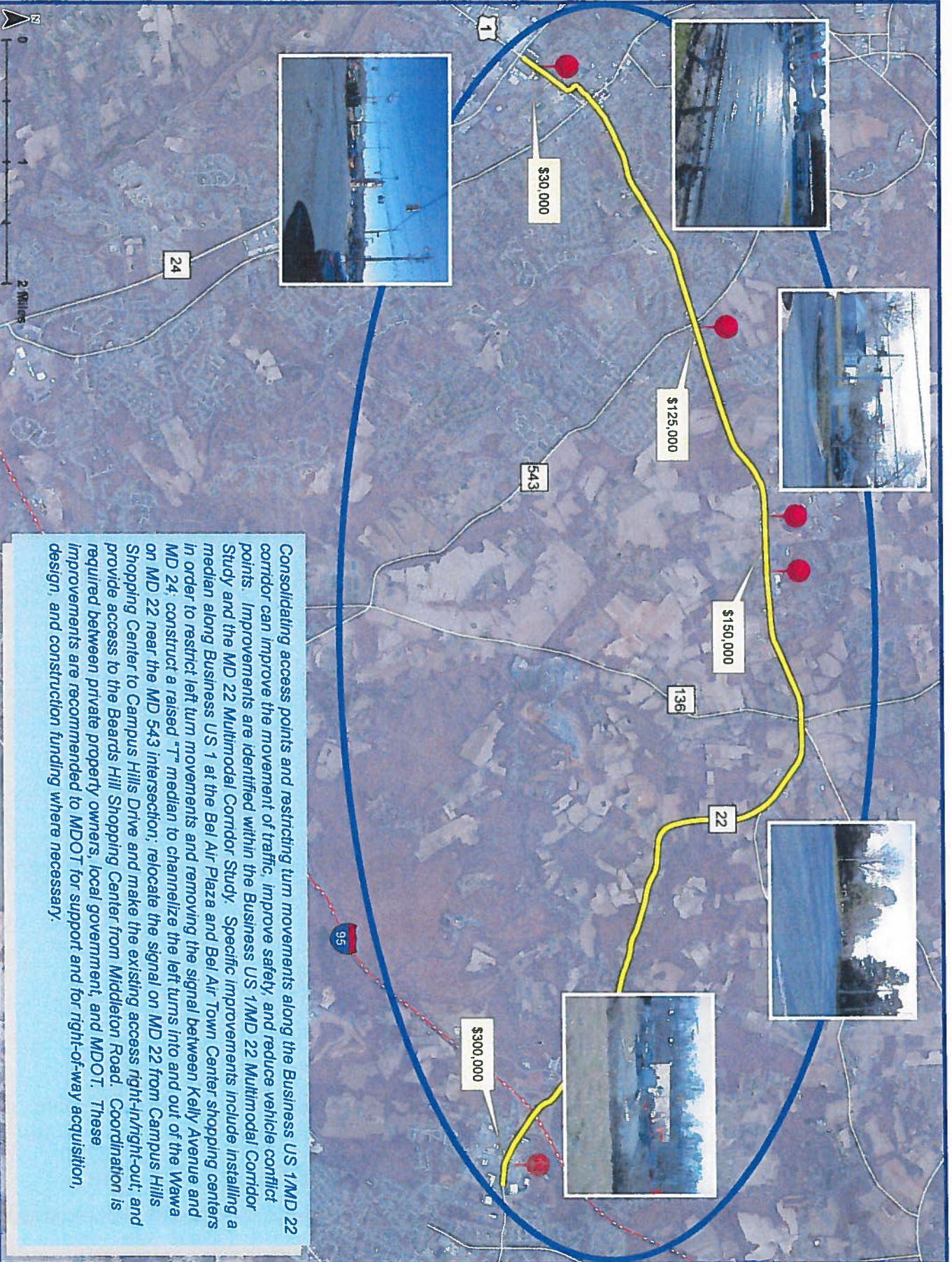


## PRIORITY # 15

## US 1 BUSINESS/MD 22 ACCESS MANAGEMENT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$605,000



Consolidating access points and restricting turn movements along the Business US 1/MD 22 corridor can improve the movement of traffic, improve safety, and reduce vehicle conflict points. Improvements are identified within the Business US 1/MD 22 Multimodal Corridor Study and the MD 22 Multimodal Corridor Study. Specific improvements include installing a median along Business US 1 at the Bel Air Plaza and Bel Air Town Center shopping centers in order to restrict left turn movements and removing the signal between Kelly Avenue and MD 24; construct a raised "T" median to channelize the left turns into and out of the Wawa on MD 22 near the MD 543 intersection; relocate the existing access right-in/right-out; and provide access to the Bearde's Hill Shopping Center from Middleton Road. Coordination is required between private property owners, local government, and MDOT. These improvements are recommended to MDOT for support and for right-of-way acquisition, design, and construction funding where necessary.



PRIORITY # 16

MD 23 @ MD 146/MADONNA ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$750,000



This intersection currently operates as a four-way stop controlled intersection. A roundabout allows a higher throughput than a four-way stop controlled intersection and is therefore more efficient. Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this intersection.